Illustrated Upgrades Here you will find numerous "Do It Yourself" instruction guides for various upgrades and additions. All of these were, and will always be, submitted by our Members. As such, we are restricting viewing of the actual content to VCA Members only. If you own a Viper, your next step should be to join the VCA and get all these great benefits, including viewing the incredible content of these illustrated guides. Also note that this is a *READ ONLY FORUM*. Enjoy!

Closed!

11-03-2008, 02:53 AM #1

BOTTLEFED

ID VCA Member

Join Date: Aug 2007
Location: Pocatello,ID
Posts: 1,021

How-to: S2000 start button install For Gen 1 and 2

The Honda S2000 comes from the factory with the coolest start button easily available. It is straightforward to adapt to a variety of applications. There is no special wiring or tools need to install.
A start button is purely aesthetic. There is no other reason to do this mod other than its coolness factor. If you don't like modifications that are irreversible then this mod is not for you. It requires drilling a hole in the dash and cutting interior pieces. There is also tapping into stock wiring.

How it works
Contrary to many beliefs, this mod will not increase the ability for thieves to steal your car. The key is still necessary. The key is used to turn the car ON. The button is just to engage the starter. This install also still allows the key to engage the starter just like normal. The light in the button will light up the text a reddish-orange with the ignition ON.
To start the car, just insert the key like stock. Turn it to ON position. Push the new start button until the car starts. Release button. Have fun driving your Viper! Turning the car OFF is normal and nothing needs to be done to the button.

Tools & Materials needed
Honda S2000 start button (about $45 from the dealership)
30A relay (simple relay available at any auto parts store, usually nest to the auxiliary lighting)
Small connector for a 3.5 internal computer power harness (I bought a Y-adapter for a floppy disk drive at a computer store for $2 and cut off the small 4-pin connector – see pic)
Some misc color 18ga and 14ga wire
2 blue ring terminals (3/8 hole)
4 blue female spade connectors (to connect to relay)
3 wire tap connectors (optional)
wire cutters/strippers/crimpers
soldering iron & solder (optional)
drill and a drill bit 1.25"
Dremel tool and cutter bit

Attached Thumbnails

97GTS B&W: Roe S/C 6.5#, VEC3, custom W/M, Borla headers and catless exhaust, smooth tubes and K&Ns, JM stg3 heads, 1.7 Arrow RR, 3.55 gears, Fidanza, B&M sst, 588hp/603tq

Offline Report

11-03-2008, 02:56 AM #2

BOTTLEFED

ID VCA Member

Join Date: Aug 2007

Location: Pocatello,ID

Re: How-to: S2000 start button install

The Installation

1. Disconnect the battery. You will be tapping into hot wires and removing grounds so you will not want 12V running through the system.

2. The first thing you need to do is remove the dash panel (see service manual). It's not as difficult as it sounds. I don't think I have ever worked on an easier dash to remove.
The under panels and radio bezel will need to be removed first. As well as the steering column covers. Then you will see all 8 screws (see pic) holding the dash panel on.

Posts: 1,021

Tilt the column all the way down. I recommend putting some masking tape on the a-pillars to avoid any scratches from removing and reinstalling the panel. The headlight switch is removed by inserting a pin into the hole on top and pulling it off. The panel will take some work and pushing and pulling to get it up and over the steering column.

Attached Thumbnails

Offline Report

11-03-2008, 03:01 AM #3

BOTTLEFED

ID VCA Member

Join Date: Aug 2007
Location: Pocatello,ID
Posts: 1,021

Re: How-to: S2000 start button install

3. Mark the location for the 1.25" hole to be drilled. This spot is as flat as I could get and is centered over the dimmer switch.
NOTE: if you have a later model Gen2 the power mirror toggle will be in this location. You will have to decide if you want to put the start button in an alternate location or relocate the toggle to a different location and put the button in its place.

4. I drilled a pilot hole with a 1/8" drill bit.

5. Then I used a Unibit stepped drill bit to open it up to the full 1.25"
I like the way the stepped bit bevels the edges as it drills. You can also use a spade bit or just use a Dremel to cut a 1.25" hole.
Be careful not to slip and scratch the surface of the dash

Attached Thumbnails

Offline Report

11-03-2008, 03:08 AM #4

BOTTLEFED

ID VCA Member

Join Date: Aug 2007
Location: Pocatello,ID
Posts: 1,021

Re: How-to: S2000 start button install

6. Push the start button into the hole to be sure it fits properly – and admire your work

7. Now you will have to cut the dash behind the panel where the button goes through. This piece obstructs the button and is not critical. Just be careful not to cut the wire bundle behind it (see next pic). I put a buch of rags around to catch all the debris and shavings from getting everywhere. I then vacuumed up the dust left over.

8. This may not be completely necessary, but I ground down the plastic connector on the back of the button down to almost flush with the pins. This shortens the length a little and allows the connector to fully seat on the pins.

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Offline Report

11-03-2008, 03:16 AM #5

BOTTLEFED

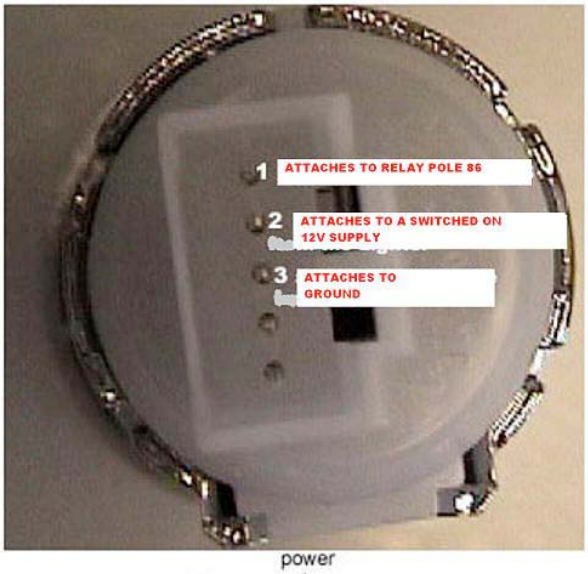
ID VCA Member

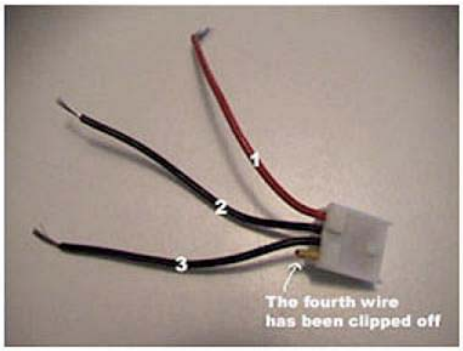
Join Date: Aug 2007
Location: Pocatello,ID
Posts: 1,021

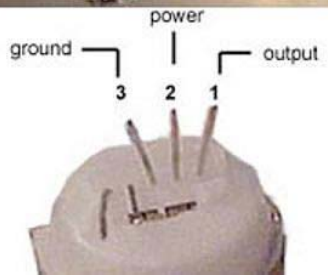
Re: How-to: S2000 start button install

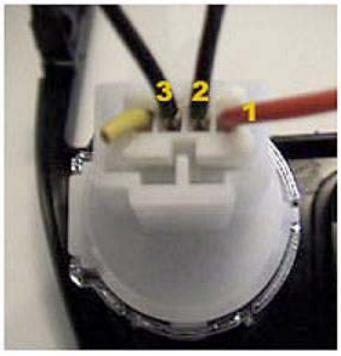
9. Cut the small 4-pin connector off the Y-adapter and leave enough to lengthen the wires. Only 3 are used – the yellow wire is cut off.

10. This pic is from revlimiter.net will help show how the connector will fit on the start button. When looking at the back, the notch is at the bottom. Only the 3 pins to the very right are used. I bent the far left pin over and out of the way.(I modified the pic for this application)





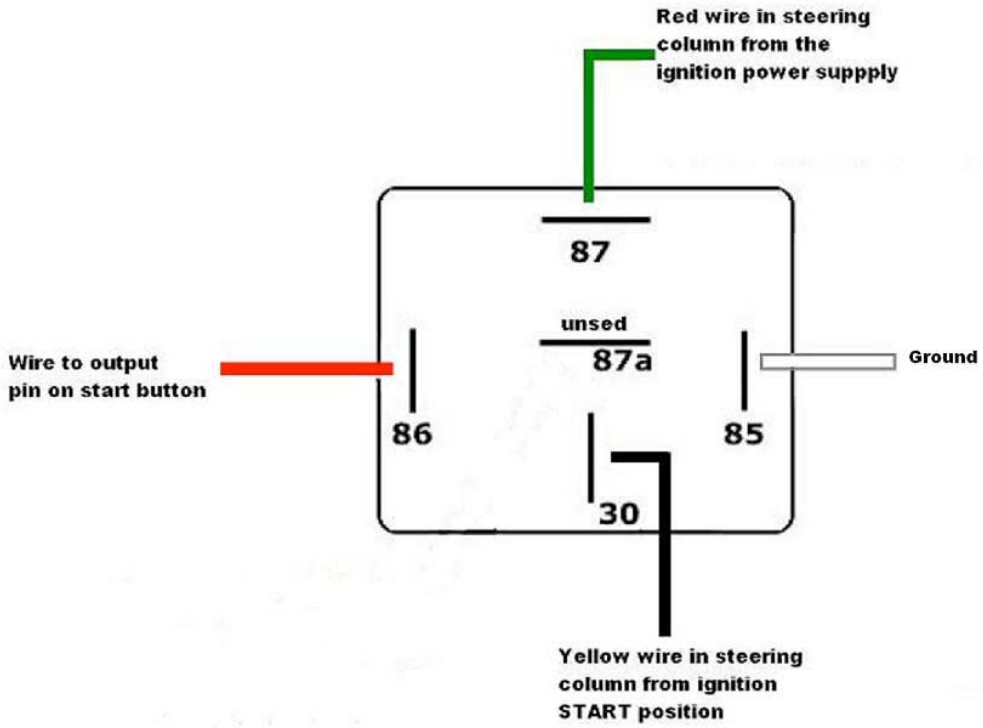




Test fit he small connector to see how it fits and, if needed, adjust the pins.

The 12V supply is just any hot source for power when the ignition is switched to ON. You can tap into one of the fuses under the dash. The ground will need a ring terminal and attaches to a local ground. The other wire will run to the relay.

11. This pic shows how the 30A relay is wired. A 18ga red wire goes to the output pin on the start button (see pic above). A 18ga white wire goes to a local ground. A 14ga green wire goes to the steering column and will be wired into the main power supply (red wire) for the ignition switch. A 14ga black wire goes to the steering column and will be wired into the START position (yellow wire) of the ignition switch. These wires are connected to the relay using the blue female spade connectors.
I located the relay close to the start button, tucked up into the dash under the steering column.



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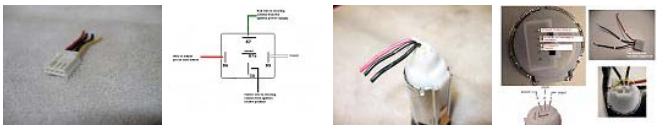


Last edited by BOTTLEFED; 11-03-2008 at 03:41 AM.

Offline Report

11-03-2008, 03:24 AM #6

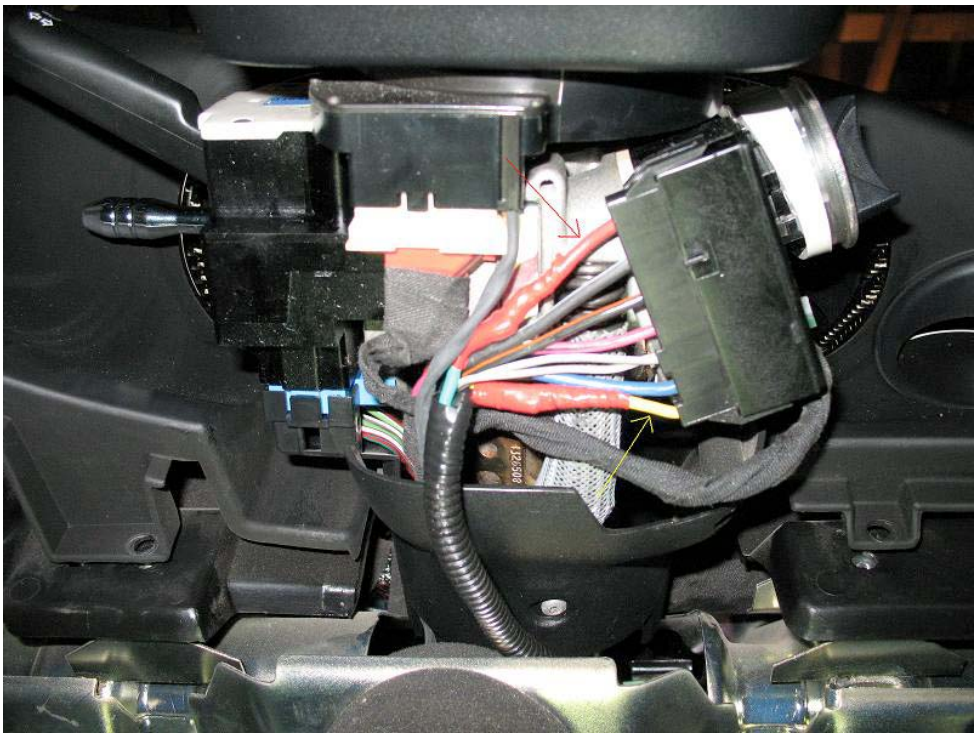
BOTTLEFED

ID VCA Member

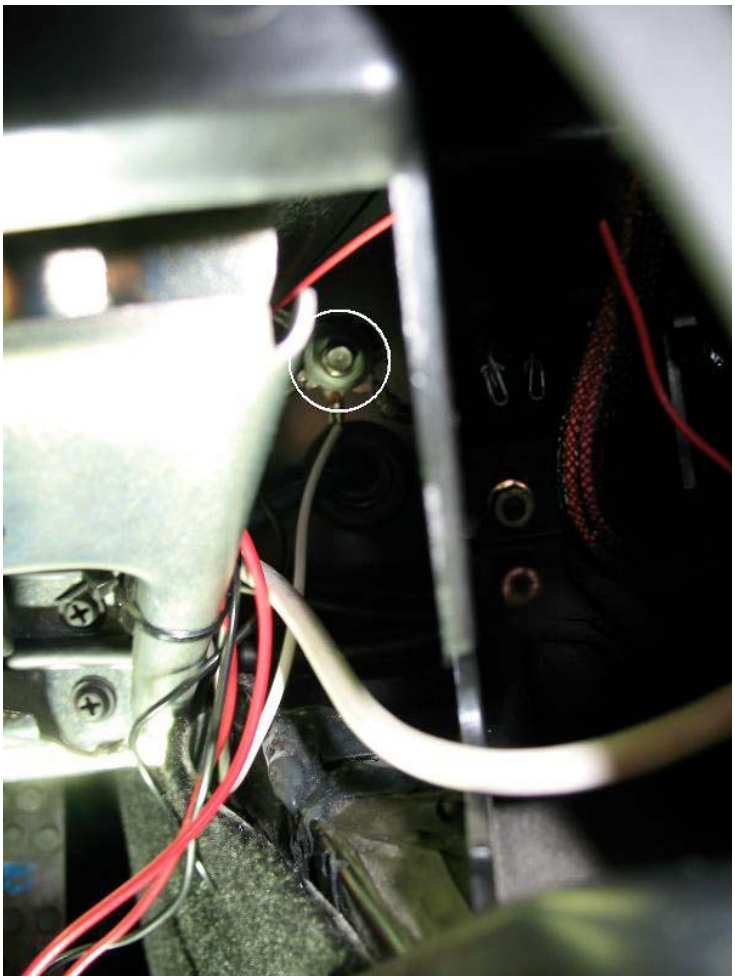
Re: How-to: S2000 start button install

12. Run the black and green wires up the steering column to the large harness connecting to the ignition switch. It has large gauge (14ga) wires going into it. On one end is a red wire and on the other is a yellow.
I soldered the wires in for a more permanent install but if you are not confident in your soldering abilities then you can use wire taps to connect into the wires without any cutting or soldering. Make sure you get yellow taps for large gauge wire.
As you can see I also put some wire loom over the 2 wires for extra precaution.

Join Date: Aug 2007
Location: Pocatello,ID
Posts: 1,021



13. Look down behind the dash pieces, between the radio and steering column and find this grounding point. It's a ½" nut that should have at least one other ground already on it. Ground the wires from the start button and relay to this point.



14. Run all the wires to safe positions and stuff everything back together. Recheck all your wiring and connections. Connect the start button temporarily. Reconnect the battery. Now turn the key to ON and push the start button. It should crank and start. If not, recheck all your connections.
Note: the PCM has been reset and you will need to set the TPS before driving the car again.

Attached Thumbnails

Offline Report

11-03-2008, 03:27 AM #7

BOTTLEFED

ID VCA Member

Join Date: Aug 2007
Location: Pocatello,ID
Posts: 1,021

Re: How-to: S2000 start button install

15. Disconnect the button. Reinstall the dash.

16. Connect the start button and make sure it slides onto all the pins and gets a good connection. Bend the wires down as there is not much room behind the button. It hits the wire bundle in the dash.
Push the start button into its hole and be sure it fits all the way back and flush with the dash. If needed you can put a couple drops of super glue on the back edges of the chrome ring to get it to stay in place and not turn in the hole.

17. Finish reinstalling all the other dash pieces removed and enjoy your new start button

-Tim

Attached Thumbnails

Offline Report

11-03-2008, 11:14 AM #8

BOTTLEFED

ID VCA Member

Re: How-to: S2000 start button install

Quote:

Originally Posted by **Viper Fever**
Tim great write up looks great Theres just something about a start button

Join Date: Aug 2007
Location: Pocatello,ID
Posts: 1,021

Thanks Carl
I probably never would have done it if yours didn't look so cool

For those of you that have the mirror toggle in the way, Carl's GTS is a 02 and the previous owner installed the start button in his car. We don't know the details of it, but the mirror toggle was moved under the dash just above the driver's right knee.
If you look closely at this pic you will see it in the bottom left corner just hidden by the steering wheel.
Also notice how cool it looks with the newer dash
There may even be less cutting in these newer cars since the toggle is already there.

Carl, I hope it was OK I posted this pic of your car

Attached Thumbnails

97GTS B&W: Roe S/C 6.5#, VEC3, custom W/M, Borla headers and catless exhaust, smooth tubes and K&Ns, JM stg3 heads, 1.7 Arrow RR, 3.55 gears, Fidanza, B&M sst, 588hp/603tq

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